

Maharashtra State Electric Vehicle Policy - 2021



**Government of
Maharashtra**



Maharashtra State EV Policy – 2021 (Draft)

1. Introduction	2
2. Vision & Mission.....	3
2.1 Vision.....	3
2.2 Mission	3
2.3 Policy Objectives.....	4
2.4 Policy Targets.....	4
3. EV ecosystem development Incentives	6
3.1 Demand side incentives	6
3.2 Charging Infrastructure Incentives	9
3.3 Supply Side Incentives	11
3.4 Upskilling, training and Job creation	12
3.5 Other Non-fiscal benefits.....	12
3.6 Zero Emission Vehicle (ZEV) Credit Program	13
3.7 Awareness program.....	14
4. State EV Fund	14
5. Policy implementation	14
6. Policy Validity:.....	15

Maharashtra State EV Policy – 2021 (Draft)

1. Introduction

The adoption of electric vehicles (EVs) contributes to a wide range of sustainability goals. These include better air quality, reduced noise pollution, enhanced energy security, and reduced greenhouse gas emissions. With vehicular pollution being a growing source of air pollution in Maharashtra and contributing substantially to particulate pollution in cities, rapid adoption of zero-tailpipe-emission vehicles is essential, especially in the heavily polluted urban areas.

In 2013, Government of India launched the National Electric Mobility Mission Plan 2020. Under the Mission, the Faster Adoption and Manufacturing of Electric Vehicles in India Scheme (FAME India) was launched in March 2015 for two years. It was subsequently extended up to 31 March 2019. In February 2019, the Government of India (GoI) approved Phase-II of FAME India for a period of three years starting 1 April 2019. Since 2017, several states including Maharashtra have notified state EV policies to complement FAME India Scheme and address state-specific needs.

Maharashtra was one of the first states in the country to design and notify an EV policy. Maharashtra's EV policy was released in February 2018.¹ The Policy provided fiscal and nonfiscal incentives to accelerate the adoption and manufacturing of EVs in the state.

The penetration of battery electric vehicles (BEVs) in Maharashtra has remained low despite the support offered under the FAME India Scheme and the state EV policy. This is largely due to four critical barriers:

- a) high upfront purchase price of EVs,
- b) lack of products comparable to ICE vehicles,
- c) inadequate public charging infrastructure,
- d) low levels of awareness about EVs or their benefits.

The slow uptake of EVs and the changing policy, technology, and market landscape have created a need for the Government of Maharashtra (GoM) to revisit

¹ Maharashtra's Electric Vehicle Policy – 2018, https://www.msins.in/guidelines_docs/english/EV_Policy.pdf

Maharashtra State EV Policy – 2021 (Draft)

and update its EV Policy, in order to accelerate EV sales and stimulate manufacturing in the state.

The updated Maharashtra EV Policy aims to capitalise on the recent policy and technology developments and further the state's EV ambition. The policy suggests strong demand- and supply-side measures to increase the BEV penetration in the state. The policy plans to aggressively target state's five Urban Agglomerations (UAs)² (with a high share of PM2.5 emissions) to become lighthouse regions in EV adoption.

The policy prioritizes public and shared transport, goods carriers and two-wheelers to drive adoption of EVs. The government will develop a communication plan focused on driving awareness regarding the key elements of this policy and the benefits of adopting EVs.

This policy shall apply exclusively to BEVs. Mild Hybrid, Strong Hybrid, and Plug-in Hybrid Electric Vehicles are not covered under this policy.

2. Vision & Mission

2.1 Vision

The policy aims to support adoption of sustainable and clean mobility solutions in Maharashtra. It aims to transform Maharashtra into a leading state in terms of adoption of electric vehicles in the country. It envisions to retain Maharashtra's leadership in automotive manufacturing in India and emerge as one of the leading manufacturing and investment hubs for the EV ecosystem globally.

2.2 Mission

To bring a transition in the transportation ecosystem of Maharashtra by creating demand for the purchase and use of EVs in the state through demand-side initiatives.

To stimulate manufacturing of EVs in the state through a set of supply-side initiatives that aim to attract investment, facilitate the establishment of manufacturing units, and encourage the production of EVs, EV components including Advance Chemistry Cell (ACC) batteries and electric vehicle supply equipment (EVSE).

² Greater Mumbai UA, Pune UA, Nagpur UA, Nashik UA, and Aurangabad UA.

Maharashtra State EV Policy – 2021 (Draft)

2.3 Policy Objectives

The primary objective of Maharashtra EV Policy 2021 is to accelerate adoption of BEVs in the state so that they contribute to 10% of new vehicle registrations by 2025.

Other important policy objectives include:

- a. In the five targeted urban agglomerations in the state³, achieve 25% electrification of public transport and last-mile delivery vehicles by 2025.
- b. Convert 15% of Maharashtra State Road Transport Corporation's (MSRTC) existing bus fleet⁴ to electric.
- c. Make Maharashtra the country's top producer of BEVs in India, in terms of annual production capacity.
- d. Target establishment of at least one Gigafactory for the manufacturing of advanced chemistry cell (ACC) batteries in the state.
- e. Promote research and development (R&D), innovation, and skill development across the EV ecosystem in the state.

2.4 Policy Targets

The policy aims for EV penetration and charging infrastructure targets as described in Table 1.

Table 1: Policy Targets

Sr.No.	Parameter	Target	Remarks
1.	All vehicles	10%	Share of EVs in new vehicle registrations in the state in 2025
2.	2 wheelers	10%	
3.	3 wheelers	20%	
4.	4 wheelers	5%	
5.	Fleet operators	At least 25% of the urban fleet operated by the fleet aggregators/ operators in the state to transition to EVs by 2025.	Applies to e-commerce companies, last-mile delivery/logistics players and mobility aggregators operating in urban areas.

³ Greater Mumbai UA, Pune UA, Nagpur UA, Nashik UA, and Aurangabad UA.

⁴ Bus fleet as of March 2021.

Maharashtra State EV Policy – 2021 (Draft)

Sr.No.	Parameter	Target	Remarks
6.	Buses	i) In the five targeted UAs, achieve 25% electrification of public transport by 2025 ii) MSRTC to convert its existing bus fleet ⁵ to 15% electric fleet	
7.	Charging infrastructure	<p>Cities: By 2025, city-wise targets of public and semi-public charging stations are, as listed below-</p> <p style="margin-left: 40px;">Greater Mumbai UA – 1500 Pune UA – 500 Nagpur UA – 150 Nashik UA – 100 Aurangabad UA – 75 Amravati – 30 Solapur – 20</p> <p>Highways: Make following four highways/ expressways fully EV ready by 2025</p> <p style="margin-left: 40px;">i. Mumbai Nagpur Expressway ii. Mumbai Pune iii. Mumbai Nashik iv. Nashik Pune</p>	i. Setup at-least one public charging station in a 3 km x 3 km grid or a minimum of 50 charging stations per million population, whichever is higher. ii. Setup public charging stations on highways at 25 km distance (on both sides of the highways). These stations should cater to charging requirements of long-haul passenger and freight vehicles like e-buses, electric trucks, etc.
8.	Government vehicle fleet	Starting April 2022, all new govt. vehicles (owned/leased) operating within the major cities to be electric.	

Notes:

- I. The 3-wheeler and 4-wheeler targets are inclusive of passenger as well as goods carrier vehicles.
- II. E-commerce companies, last-mile delivery/logistics players and mobility aggregators should submit an EV transition plan to the Transport Department, GoM within six months from the date of notification of EV policy.
- III. E-commerce companies include companies like Amazon, Flipkart, etc. Last-mile delivery/logistics players include Zomato, Swiggy and other courier and delivery firms and mobility aggregators include Ola, Uber, Black-yellow taxi, etc.

⁵ Bus fleet as of March 2021.

Maharashtra State EV Policy – 2021 (Draft)

3. EV ecosystem development Incentives

3.1 Demand side incentives

The Government of Maharashtra will provide the fiscal incentives, as described in Table 2 and subsequently, to the buyers of EVs in the state. The incentives are linked to the vehicle type—two-wheelers, three wheelers, four-wheelers and buses—and to the vehicle use case. Vehicle models approved under FAME II Scheme of Govt of India will be eligible for these incentives and the state incentives will be provided in addition to FAME II incentives.

Table 2: Demand Incentives for electric vehicles

Sr. No.	Vehicle segment	Incentive available	No. of vehicles to be incentivized	Maximum incentive per vehicle (INR)
1	e-2W (L1 & L2)	INR 5000/kwh	1,00,000	10,000
2	e-3W autos (L5M)	INR 5000/kwh	15,000	30,000
3	e-3W goods carrier (L5N)	INR 5000/kwh	10,000	30,000
4	e-4W cars (M1)	INR 5000/kwh	10,000	1,50,000
5	e-4W goods carrier (N1)	INR 5000/kwh	10,000	1,00,000
6	e-buses*	10% of vehicle** cost	1,000	20,00,000

**Incentive shall be available for STU buses only. State government shall also consider extending support to STUs for procurement of additional e-buses, if required.*

***Ex-factory cost*

Note: In case, Govt of India makes changes to FAME II incentives, Govt of Maharashtra will review the same and accordingly make changes to the incentives offered by the state.

- a. **Buyers purchasing the EVs (except e-buses) before 31st Dec 2021 shall be eligible for ‘Early bird discount’⁶ of INR 5,000/kWh of the vehicle battery capacity.** This discount shall be provided over and above the demand incentives described in Table 2. The maximum early bird discount availed per vehicle shall be capped at INR 1,00,000.
- b. For vehicles sold without battery, 50% of the incentive amount shall be provided to the vehicle OEM and the remaining incentive amount (up to 50%) shall be

⁶ Early bird target sales are expected to not exceed 10% of the policy targets for number of vehicles to be incentivized, as described in Table 2. If early bird sales targets are achieved before 31st Dec, 2021, GoM may decide to end the early bird discount before 31st Dec 2021.

Maharashtra State EV Policy – 2021 (Draft)

provided to the battery swapping energy operator for defraying the cost of any deposits that may be required from the end user for the use of type approved swappable battery, type approved along with corresponding OEM vehicle. The vehicle OEMs should pass on all the incentive benefits to the EV buyers.

- c. All the EVs sold in the state shall be exempted from road tax till the duration of the policy.
- d. As per the Ministry of Road Transport and Highways' notification of 18th June 2019, all the EVs sold in the state shall be exempted from the payment of fees for purpose of issue or renewal of registration certificate.⁷
- e. An individual buyer will be able to avail the incentives only once for the respective vehicle category. Fleet aggregators/operators will be able to avail the incentives for the fleet owned by them. Operational guidelines will outline the details for the same.
- f. The vehicles eligible for demand incentives under this policy will be eligible for the scrappage incentive. Vehicle segment-wise scrappage incentives are described in Table 3. Scrappage incentive shall be reimbursed by the Government of Maharashtra provided:
 - Evidence of matching contribution from the dealer or OEM
 - Confirmation of scrappage of the ICE vehicle in the same vehicle category.

Table 3 Vehicle segment-wise Scrappage Incentives

Sr. No.	Vehicle Segment	Scrappage Incentive
1.	e-2W	Up to INR 7,000
2.	e-3W	Up to INR 15,000
3.	e-4W	Up to INR 25,000

- g. State government shall engage and encourage financial institutions and banks to offer preferential interest rates for EV customer segments like e-autos, goods carriers, and taxis.

⁷https://morth.nic.in/sites/default/files/notifications_document/Draft_Notification_no._G.S.R_430%28E%29_dated_18.06.2019_regarding_exemption_of_registration_fee_for_battery%2C%A0%28303KB%2C%2C%A0.pdf

Maharashtra State EV Policy – 2021 (Draft)

Incentives on extended battery warranty and buyback agreement

Concerns about battery life lead to anxiety about the resale value as well as difficulties in obtaining loans from financial institutions. To address these concerns for the electric 2W and 3W users, the Maharashtra EV policy will provide OEMs additional incentives (to be transferred to the customers) for offering a minimum 5-year warranty for batteries as per Table 4.

OEMs who offer buyback schemes for vehicles which are up to 5 years old at a value reduced by not more than 7.5% per year of the age will be eligible for additional incentives as per Table 4. An OEM can avail both the incentives simultaneously, however the total incentive amount will be limited to INR 12,000. This will be over and above the incentives mentioned in Table 2 and based on the net value after considering all the above incentives.

Table 4 Assured Buyback and Warranty Incentives

Sr. No.	Description of Incentives	Incentives
1.	Assured Buyback, as described above	6% of total vehicle cost capped at INR 10,000/-
2.	Battery warranty of at least 5 years	4% of total vehicle cost capped at INR 6,000/-

1. The operational guidelines laying down the process of incentive disbursement under the Policy shall be notified within 60 days from the date of notification of the policy.
2. The incentive disbursement process will be designed to ensure transfer of incentives to the beneficiaries within 30 days from the date of incentive application.
3. The incentives disbursement mechanism (for demand incentives, scrappage incentives, charging infrastructure incentives, supply-side incentives, tax exemptions and reimbursements, etc.) shall be made through online portal to ensure timely transfer to beneficiaries and transparency.

Maharashtra State EV Policy – 2021 (Draft)

3.2 Charging Infrastructure Incentives

- a. Public and semi-public charging stations (PCS and SPCS), as defined in Annexure 1, will be eligible for demand incentives as per Table 5. The charging station shall be eligible for the incentives only after commencement of the operation of the station. The operational guidelines will define the eligibility criteria for availing these incentives. Public and semi-public charging stations availing FAME II charging infrastructure incentive will not be eligible for these incentives.

Table 5 Incentives for charging Infrastructure

Sr. No.	Type of PCS/SPCS**	Incentive amount	Maximum Incentive available per PCS/SPCS	Maximum number of PCS/SPCS to be incentivized
1.	Slow	60% of the cost*	INR 10,000	15,000
2.	Moderate/fast	50% of the cost*	INR 5,00,000	500

Note: *Cost of charging station only (does not include land and any ancillary cost to set up charging station). **Definitions of PCS/SPCS are provided in Annexure 1.

- b. Charging infrastructure service providers will be allowed to install charging stations in the state as per their business plans. Charging stations developed by the service providers will eventually be dovetailed into the state-level charging infrastructure plan prepared by the State Nodal Agency.
- c. Urban local bodies will be encouraged to provide property tax rebates to residential owners for installing private charging infrastructure within their premises. Details will be announced soon.
- d. The tariff applicable for all the EV charging stations and battery swapping stations in the state shall be as per Order 322 of 2019 dt 30.03.2020 issued by Maharashtra Electricity Regulatory commission (MERC) or any such future order/s by MERC.⁸
- e. Charging of EVs is a service as clarified by the Ministry of Power (MOP).⁹ In cases where any charging station has been installed in the state with Government (Central or State) incentives (financial or otherwise), service providers will be required to follow any regulations related to service charges, as may be notified by the State

⁸ <https://www.mahadiscom.in/consumer/wp-content/uploads/2020/03/Order-322-of-2019.pdf>

⁹ https://powermin.gov.in/sites/default/files/uploads/Revised_MoP_Guidelines_01_10_2019.pdf

Maharashtra State EV Policy – 2021 (Draft)

Nodal Agency/State Government/Appropriate Commission, provided due consultations have been done with the stakeholders.

- f. The Government of Maharashtra will implement a timebound, single-window process for installing EV connections that offer EV-specific tariffs.
- g. Urban local bodies of all NCAP cities¹⁰ should prepare a charging infrastructure plan for their cities with an aim to cater to 2025 levels of EV penetration. The plan should identify charging station locations and land parcels (including on existing fuel stations) available with different government/land owning agencies that could be made available for charging infrastructure installation at concessional rentals.
- h. 15th Finance Commission (FCC) has allocated grant to 42 NCAP cities for 2020-21 to implement measures for improving air quality as per their approved city action plans.¹¹ Six cities¹² in Maharashtra have been allocated grants by the FCC. Given that adoption of e-mobility would help cities in improving the air quality, funds should be made available from this FCC grant in the NCAP cities to support the Discoms in setting up the charging infrastructure and for the upstream infrastructure upgradation. The policy also envisages additional resource mobilization (over and above NCAP/FCC funds) from various schemes and programmes of Central/State Governments and Urban Local Bodies for funding the charging infrastructure and the upstream infrastructure upgradation.
- i. EV charging stations should be considered as amenities and further amenity spaces should be earmarked for EV charging stations in the Development plans for the cities.
- j. MSRDC/PWD should identify locations on major national and state highways for charging infrastructure installation.
- k. In 2019, Ministry of Housing and Urban Affairs, Government of India (MoHUA) released an amendment of building code and town planning rules for provisioning of EV charging stations in private and commercial buildings. These amendments should be duly incorporated and will be applicable for new buildings.
- l. Charging service providers will be encouraged to provide centralized EV charging station management system portal and user application (Android, iOS and/or other)

¹⁰ Cities in Maharashtra under the National Clean Air Programme are Akola, Amravati, Aurangabad, Badlapur, Chandrapur, Jalgaon, Jalna, Kolhapur, Latur, Mumbai, Nagpur, Nashik, Navi Mumbai, Pune, Sangli, Solapur, Thane, and Ulhasnagar.

¹¹ <https://fincomindia.nic.in/ShowContentOne.aspx?id=29&Section=1>

¹² Greater Mumbai UA, Pune UA, Nagpur UA, Nashik UA, Aurangabad UA and Vasai-Virar UA.

Maharashtra State EV Policy – 2021 (Draft)

along with cashless payment option to ensure information accessibility of all public charging systems and its live usage status in public domain.

3.3 Supply Side Incentives

The Government of Maharashtra aims to attract investments to develop a robust EV manufacturing and R&D ecosystem in the state. Incentives will be provided to make the state more lucrative for setting up manufacturing and R&D facilities related to EVs (component manufacturing, vehicle assembly, battery assembly, cell manufacturing, electronics parts manufacturing, recycling of EVs and EV batteries, etc.). **All the benefits under 'D+' category of mega projects/other categories will be provided to these industries irrespective of location of manufacturing unit in the state.** The incentives shall be applicable from the date of public notification of this policy and shall be disbursed by the Industries, Energy and Labour Department of the Government of Maharashtra.

The Government of India approved the production-linked incentive (PLI) scheme for advance chemistry cell (ACC) battery manufacturing on 11 November 2020. The state Govt of Maharashtra aims to attract at least one Gigafactory for the manufacturing of Advance Chemistry Cells under this Scheme by 2023. It is expected that the Government of India will invite states (through a challenge process) to express interest for setting up of the first 4-5 Giga factories. Government of Maharashtra will endeavour to offer competitive incentives that significantly enhance/complement the incentives offered under Gol's PLI scheme.

EV start-ups will be encouraged on priority basis under Maharashtra State Innovation Society.

The state also aims to create an ecosystem for environment-friendly scrapping of vehicles (including electric vehicles) and plans to prepare a 'State Scrapping Policy', which will be notified in due course of time by the Transport Department of Maharashtra. Maharashtra state shall also notify guidelines for safe handling and disposal of electric vehicle batteries and its components.

Maharashtra State EV Policy – 2021 (Draft)

All the fiscal incentives under the policy, as described above, shall be provided from the package scheme of incentives budget allocated to Industries, Energy and Labour Department of the Government of Maharashtra.

3.4 Upskilling, training and Job creation

- The policy shall aim to amend existing courses and/or create new courses on electric vehicle ecosystem to be offered by the state Industrial Training Institutes.
- Government of Maharashtra, in partnership with relevant/interested OEMs and service providers, shall develop skill enhancement centres for delivering vocational courses on the EV ecosystem. The skill enhancement centres will aim to train the ICE mechanics/workforce in repairing and servicing of EVs and charging stations.

3.5 Other Non-fiscal benefits

The Government will offer non-fiscal incentives in order to make it easier to register and operate EVs/EV fleets. The non-fiscal incentives are/will be provided across various vehicle forms depending on the use case of the vehicle. The details of the non-fiscal incentives are provided below.

1. The policy shall endeavour to fast-track and ensure time bound registration of EVs, including EV fleets owned by aggregators¹³, last mile delivery providers, logistics players, etc.
2. All the EVs in the state shall be registered with green number plates, irrespective of vehicle type.
3. No permits shall be required for e-autos as per Ministry of Road Transport and Highways' notification dated 18th October, 2018 and the provisions thereof will be strictly implemented.¹⁴ City specific restrictions on auto rickshaws shall continue to apply also on e-autorickshaws, based on local traffic considerations.

¹³ Motor Vehicle aggregator guidelines define vehicle aggregators as digital mediators or marketplaces for passengers to connect with a driver for the intent of transportation

¹⁴https://morth.nic.in/sites/default/files/notifications_document/Notification_no_S_O_5333E_dated_18_10_2018_regarding_exemption_to_Battery_Operated_Transport_Vehicles_and_Transport_0.pdf

Maharashtra State EV Policy – 2021 (Draft)

4. Policy will encourage fleet aggregators to operate electric vehicles, as per the Motor Vehicle Aggregator Guideline 2020¹⁵ issued by Ministry of Road Transport and Highways.
5. The five targeted UAs, listed earlier, will create low-emission zones that shall be served primarily by zero tailpipe emission vehicles, as decided and notified by the city-agencies.
6. Urban local bodies shall be encouraged to provide lane and parking preferences to EVs, subject to local traffic conditions.
7. New residential buildings will be mandated to have at least 20% of the total parking spaces as EV ready¹⁶, of which 30% should be in common parking spaces or parking spaces unallotted to any individual residence owner.
8. Developers of new residential projects would be required to give option of buying EV-ready parking from 2022 onwards.
9. All dedicated off-road public parking spaces shall convert at least 25% of their total capacity to be EV ready by 2023.
10. All institutional and commercial complexes shall convert at least 25% of their total parking spaces to be EV ready by 2023.
11. All government office complexes shall convert 100% of their total parking spaces to be EV ready at the earliest, but not later than 2025.
12. All the future public parking spaces, allotted by bidding process, shall provide free parking to all the EVs.

3.6 Zero Emission Vehicle (ZEV) Credit Program

Widespread adoption of EVs is critical to achieving Maharashtra's vision for becoming a leading producer and adopter of EVs and reducing both local air pollution and carbon dioxide (CO₂) emissions. Experience from leading EV markets indicates that a zero-emission vehicle (ZEV) requirement is a transformative policy measure that can stimulate EV manufacturing and adoption.

¹⁵https://morth.nic.in/sites/default/files/notifications_document/Motor%20Vehicle%20Aggregators27112020150046.pdf

¹⁶ A parking spot is defined as EV ready when it is provided with charging infrastructure and a separate meter connection.

Maharashtra State EV Policy – 2021 (Draft)

The Government of Maharashtra plans to further explore the feasibility of a ZEV requirement and credit program for the state. Technical details shall be released in due course of time.

3.7 Awareness program

An awareness program will be designed and implemented by the state government in partnership with industry players and civil society organizations. The program will aim to create awareness on EVs, their benefits and incentive support available under state and central government policies.

4. State EV Fund

The Government of Maharashtra aims to create a 'State EV Fund'. The Fund shall be used to promote EV adoption, including providing incentives for EVs and EV infrastructure. The State EV Fund will aggregate the funds allocated from different instruments like green tax and green cess.

5. Policy implementation

The Government of Maharashtra aims to put in place an effective governing structure for implementation of the EV Policy and ensure coordination among various government departments.

1. An apex Steering Committee of the Govt. of Maharashtra shall guide and monitor the implementation of the policy. The composition of the Committee shall be as stated in Table 6. The Steering Committee will monitor policy progress, address major impediments to policy implementation and make amendments to the policy, as may be required. The apex committee shall also consider providing incentives to new emerging technologies like fuel cell vehicles as and when these technologies may become more popularly available. The steering committee can form sub-committees or special task forces on priority areas, as may be required.
2. Steering Committee shall be supported by a dedicated team, or a secretariat called the "**Maharashtra State EV Secretariat**". The Secretariat will comprise of a team of professionals and will be responsible for day-to-day operations of the EV Policy. The Secretariat will be housed in the Transport Department of Maharashtra.

Maharashtra State EV Policy – 2021 (Draft)

Table 6 Steering Committee Structure

S No.	Representation from Depts.	Designation
1.	Chief Secretary	Chairman
2.	Addl Chief Secretary, Transport, GoM	Member Secretary
3.	Principal Secretary, Industries, GoM	Member
4.	Principal Secretary, UD – 2, GoM	Member
5.	Principal Secretary, Energy, GoM	Member
6.	Principal Secretary, Environment & Climate Change, GoM	Member
7.	Industry representatives and/or experts, as nominated by GoM	Member

6. Policy Validity:

Policy will be valid till 31 March 2025 from the date of the public notification of policy and will be reviewed and extended thereafter, as may be decided by the Govt. of Maharashtra.

Maharashtra State EV Policy – 2021 (Draft)

Annexure 1: Key Definitions


- **Public Charging Stations (PCS)** consists of charging station, associated electrical infrastructure, space for parking (with clearance), ingress/egress for vehicles and has open (unrestricted) access for the public. Additionally, PCS must not have any usage restriction for any EV user. For instance, PCS usage cannot be restricted by providing services only on a subscription basis.
- **Semi- public charging stations (SPCS)** consists of the charging stations, associated electrical infrastructure, space for parking (with clearance), ingress/egress for vehicles and has restricted access for the public (build in semi-public locations like existing commercial and institutional buildings, including malls, shopping complex, hospitals, cinema halls/multiplexes, office spaces, hotels, restaurants, etc.).
- For the purpose of this policy, a **slow charger** includes AC-001 and any charger (AC or DC) that delivers a maximum output power of 3.3 kW per charging point, is compliant to the technical and safety standards as laid down by CEA, and is type tested by an agency/lab accredited by NABL. 1 PCS/ SPCS equivalent is at least 3 charging points of maximum 3.3 kW power output per charging point.
- For any other charging station (other than slow) -
 - If the charging station has one charging gun, it will be equivalent to 1 PCS/SPCS
 - If the charging station has more than one charging guns, each charging gun will be considered equivalent to 1 PCS/SPCS, provided all the charging guns can charge vehicles simultaneously.

The Steering Committee will periodically review and update definitions of charging infrastructure as per latest guidance from the Bureau of Indian Standards or the Government of India.

Maharashtra State EV Policy – 2021 (Draft)

Annexure 2

[Notification on permit exemption for e-autos as per Ministry of Road Transport and Highways' notification dated 18th October, 2018](#)

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सड़क परिवहन और राजमार्ग मंत्रालय आदेश नई दिल्ली, 18 अक्टूबर, 2018					
<p>का.अ. 5333(ब).—केन्द्रीय सरकार, मोटर वाहन अधिनियम, 1988 (1988 का 59) की धारा 66 की उपधारा (3) के खंड (ड) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए यह आदेश देती है कि धारा 66 की उपधारा (1) के उपबन्ध, यथास्थिति, मान या यात्रीयों के बहन के प्रयोजन के लिए प्रयुक्त या प्रयोग किये जाने वाले निम्नलिखित प्रकार के परिवहन वाहनों को लागू नहीं होगा अर्थात्:-</p> <p>(i) केन्द्रीय मोटर वाहन नियम, 1989 के नियम 2 के खंड (घ) में यथा परिभाषित बैटरी चालित वाहन; (ii) मेथनाल ईंधन द्वारा चालित कोई वाहन और; (iii) इथनाल ईंधन द्वारा चालित कोई वाहन।</p>					
[का. सं. : आर टी-11036/80/2012-एम वी एल (भाग-IV)] प्रियांक भारती, संयुक्त सचिव					
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS					
ORDER New Delhi, the 18th October, 2018					
<p>S.O. 5333(E).—In exercise of the powers conferred by clause (n) of sub-section (3) of section 66 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby orders that the provisions of sub-section (1) of section 66 of the said Act shall not apply to following types of transport vehicles used, or to be used, for the purpose of carriage of goods or passengers as the case may be, namely:-</p> <p>6138GI/2018 (1)</p>					
<hr/> <table border="0"><tr><td>2</td><td style="text-align: center;">THE GAZETTE OF INDIA : EXTRAORDINARY</td><td style="text-align: right;">[PART II—SEC. 3(ii)]</td></tr></table>		2	THE GAZETTE OF INDIA : EXTRAORDINARY	[PART II—SEC. 3(ii)]	
2	THE GAZETTE OF INDIA : EXTRAORDINARY	[PART II—SEC. 3(ii)]			
<p>(i) a Battery Operated Vehicle as defined under clause (u) of rule 2 of the Central Motor Vehicles Rules, 1989; (ii) a vehicle driven on methanol fuel; and (iii) a vehicle driven on ethanol fuel.</p>					
[F. No. RT-11036/80/2012-MVL(Part-IV)] PRIYANK BHARTI, Jt. Secy.					

Maharashtra State EV Policy – 2021 (Draft)

Annexure 3 – Abbreviations

EV	Electric Vehicle
ICE	Internal Combustion Engine
PHEV	Plug-in hybrid Electric Vehicle
BEV	Battery Electric Vehicle
OEM	Original Equipment Manufacturer
R&D	Research and Development
RTO	Regional Transport Office
CPO	Charging Point Operator
PCS	Public Charging Station
e2W	Electric 2 wheeler
e3W	Electric 3 wheeler
e4W	Electric 4 wheeler / Passenger cars
CCS	Combined Charging system
ChaDeMO	Charge De Move
Li	Lithium
AC	Alternating Current
DC	Direct Current
BMS	Battery Management System
GoM	Government of Maharashtra
MSRDC	Maharashtra State Road Development Corporation
MoHUA	Ministry of Housing and Urban Affairs
MSEDCL	Maharashtra State Electricity Distribution Corporation Limited
MPCB	Maharashtra Pollution Control Board
UD	Urban Development
DTE	Directorate of Technical Education
NA	Not applicable
mtr	Meter/s
INR	Indian National Rupee
Cr	Crore
GVW	Gross Vehicle weight
CMVR	Central Motor Vehicle Rules
FAME	Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles
HVAC	Heating Ventilation and Air Conditioning

